A BRIEF HISTORY OF ST. ANDREW'S. ST. ANDREW'S. By Andrew Lang. With illustra-tions by T. Hodge. Pp. xvi., 347. Longmans, Green & Co.

The University of St. Andrew's has recently won renown by admitting women; but that incident does not figure in Mr. Lang's historical sketch, which is confessedly a perfunctory piece of writing intended to accompany Mr. Hodge's pictures. Whether the book will prepare the way for the more elaborate and learned work which Mr. Lang says is being written by somebody else, or prove an obstacle to its success, it is not easy to say. But the world could certainly have waited for the better book. Mr. Lang has left the study of manuscripts concerning his theme wholly to the coming author. He has depended upon well-known books or upon more exclusive society publications. If there be material never yet printed which is of value, how can Mr. Lang assert broadly that the "history of St. Andrew's for more than half its period is destitute of color and personal fact"? That is not a reassuring statement in behalf of a history which is now being written. If Mr. Lang meant deliberately to cheapen a coming book, he could hardly have done it more effectually. Possibly a more patient study of the history of St. Andrew's will reveal much that has escaped his facile pen. The outlines which he has presented are more interesting than he claims. Even before it received its name the place figured in the history and tradition of Celtic Christianity. Remembering that Constantine was declared Emperor of Rome in Britain, it seems easy to anticipate some of the steps in a legend which tells how a Pictish chieftain was made aware of the efficacy of an apostle's bones. This eighth century warrior had a vision not unlike that related of Constantine himself, in which a shining cross figured with the semblance of a man who he learned was St. Andrew. At the same time a monk in Constantinople was told by a voice from heaven to gather up what was left of St. Andrew and to carry the remains to a country which he would know when he reached it. The chieftain and the monk met on the spot which has ever since been called St. Andrew's, and there the weary bones of the Apostle were laid to rest at last. The monk's name was Regulus, and this leads Mr. Lang to identify him-dropping the visions as needless-with a person who may have been real, a companion of St. Columba in the business of founding monasteries. First a hermit, then a band of monks, then many hermits and many monks, long contests over the observance of Easter, over the tonsure perhaps, over monastic rules-these men and things marked the reformation by which places like the site of St. Andrew's were converted from the Celtic form of Christianity to that of Rome. The coming of a bishop with the consent and protection of the secular power meant the complete victory of Rome, just as the destruction of the episcopate was the culmination of the Calvinist reform in the sixteenth century. Under the rule of bishops St. Andrew's gathered wealth and raised many religious buildings. The priory of the regular canons there was the richest in Scotand by the middle of the twelfth century. It was a mitred abbey, with all the privileges of such a foundation, and around this wealthy religious body gradually grew up a town with considerable commerce. Then came the era of universities in Europe.

pillars of the ancient Church. It was for the avowed purpose of preventing heresy that the bishop of St. Andrew's in 1411 provided for a school of higher learning than had been known before. The Pope formally established the university by a bull. But it turned out at Bt. Andrew's, as at many other places, that a broadening scholarship awakened doubts which the old Church could not allay and provoked questions which could not be answered. Mr Lang is friendly to the Church, not on religious grounds, but because the buildings which it had raised and the system which it had perfected could easily have been turned to the permanent uses of learning. He is ill-tempered and satirical toward the Kirk, because it destroyed or scattered all the garnered wealth of the past and left Scotland to cultivate the Muses on a diet that was little better than starvation. But even had the Reformers cherished a better mind toward the harmless struc ures of the old Church, the bitter struggle of two generations would have destroyed them. Mr. Lang remarks that throughout its history Andrew's has never been without ruins. Naturally the processes of destruction were hastened during the two or three generations when the place was the centre of religious conflicts for the whole nation. St. Andrew's witnessed much cruel torture in the name of religion. In the fifteenth century Paul Craw, apparently a Hussite, was burned as a punishment for advocating doctrines that were like modern communism. The hasty way in which Mr. Lang has thrown his book together is shown by the fact that he dates Craw's martyrdom in 1432 on one page and in 1471 on another. Then at the very outset of the Reformation, Patrick Hamilton, a man of gentle birth and of wealth, an abbot at the tender age of fourteen, and a Bort of knight-errant in the cause of learning and of justification by faith, was roasted to death in a fire of green wood, which protracted his torments for six hours. The Reformers had the credit of not burning anybody on a point of religious belief; but they burned many so-called witches, they hanged persons opposed to the Kirk, and they assassinated Cardinal Beaton and salted his corpse. This incident is a favorite one with Mr. Lang. He alludes to it also in his missive to John Knox among the "Letters to Dead Authors." It drew the attention of all England and Scotland to St. Andrew's; and the murderers, when joined by others who had plotted or at least wished the Cardinal's death, were strong enough to defy all authority until they were dislodged from the castle in which they had taken refuge by a force of Frenchmen. Knox himself was one of the prisoners on that occasion. He was so thoroughly identified with St. Andrew's that Mr. Lang devotes to him much of this book. With additional details the picture of the Reformer thus presented is a copy of that drawn in the letter alluded to. Personally the author evidently dislikes Knox, and yet he cannot withhold a tribute of admiration to his determination and success; nor does he ever cease to wonder at the contradictions in Knox's character. An important chapter in the life of Mary

At first it was supposed that they would be

Queen of Scots belonged to St. Andrew's. It culminated in the execution of Chastelard, the dancing Frenchman, who, in reality of pretence, was infatuated with the Queen. Her great foe, George Buchanan, whom really Mr. Lang should have made something of in this book, was for some time Principal of St. Leonard's. It befits this shrewd, outspoken man of learning to have been the first to forbid the pedagogues to "ding their pupils." Corporal punishment was in his view the prerogative of the principal. Then there was the violent apostle of Greek study, Andrew Melville, who forced men to read Aristotle in the original mainly by the work is one to be read and studied at leisure by all attacks on that philosopher. Among the late traditions of St. Andrew's was the visit of Dr. Johnson, and the brilliant, though in Mr. Lang's view erratic, discourses of Dr. Chalmers, as professor of moral philosophy. Thus, as one may easily see, the history of the University of St. Andrew's has been marked by almost everything except academic silence and seclusion. The numerous pictures from the hand of Mr. Hodge give a fairly complete history in themselves of the ancient town.

The editor of "Lippincott's Magazine" has fun with his contributors on the subject of the anxious inquiry, "Have Young Writers a Chance?" quotes a Southern lady as saying that she doubts
it. "For instance, a friend of mine sent to a magagine an article of which some of the pages were
gurmed together; and it came back to him in the

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same condition, showing that those sheets had never been opened or read at all:" "Of course it did," adds the editor. "Every wellregulated editor has the deepest respect for the rights of his contributors, and knows how sensitive they are about their MSS. They object (and justly) to having the pages defaced by pin-pricks, or folded the wrong way. If a writer takes the pains to fasten some of his sheets together on four, or three, or two sides, the editor infers that he wishes them to remain so, and would not presume to after that arrangement. If our correspondent wishes to send us a MS, with all the sheets securely gummed together, or to empty the ink-bottle over them, we will try to return them in the same conditionalways provided they come accompanied by the requisite stamps. Editors have as much idle curiosity as anyordy, but professional honor forbids them to pry into what is thus carefully concealed. In fact, we can promise not to read anything which proves, after due examination, to be (from whatever cause) either entirely illegible or thoroughly unreadable. If writers want their pieces to be read, they will naturally put them in such shape that it

is both possible and easy to read them." NEW BOOKS AND NEW EDITIONS

Volumes III and IV have been added to Professor Huxley's "Collected Essays" (D. Appleton & Co.). The former of these two volumes is deveted to papers on the subject of education. They are reminders of times when religious teaching in schools was a question angrily discussed, and they are still of interest because the question is one still in debate. Professor Huxley is haughtly complaisant in his manner toward the Bible, but as he concedes its use in the schools his adversaries could hardly ask for more. It may take a generalon or two to decide on the results of purely secu-lar schools. But Mr. Huxley was right about tech-nical schools, and the university system is much closer to his ideal than it was some years ago. In his various papers and speeches he touched many phases of the subject—technical, medical and Harral ducation, school boards in England, the State and the medical profession, universities, the value of the natural history sciences and women's rights. Volume IV comprises essays on "Science and Hebrew Tradition," to which the author has added a long preface, the aim of which is found in the sentence: "Of infallibility in all shapes, lay and cierical, it is needful to iterate with more than Catonic per-tinacity, Delenda est." The essays attack the hisory of Creation and the Flood as given in Geneals, controvert the arguments of Mr. Gladstone on these subjects, advocate evolution in lectures delivered in New-York in 1876, and conclude with the famous paper on "The Evolution of Theology."

Conservatives in thought must agree with the position taken by Professor G. T. Ladd in his address as president of the American Psychological Association, "that no method can be developed in psychology which will enable us to dispense with introspection." He declared the proposal to get rid of self-consciousness as the medium of knowledge of the phenomena of consciousness to be absurd. The fact seems to be that the very processes of psychological experiment presuppose that inner view which in the imagination of some people they ren-der needless. It is not experiments and statistics which build up the new science of psychology, but the guesses at truth that is universal, based on truth that is individual—"those leaps from what is self-consciously discerned to what belongs to all men, to human nature as such." And this is true of other sciences, for they also "have made their great advances chiefly through the intuitive flashes of that genius which sees the general and the uni-versal as it manifests itself in the particular." Professor Ladd's address opens the first number of "The Psychological Review" (Macmillan & Co.), which, not only by the famous names on its title page, but in its contents, gives promise of a brilliant iture. There are studies from the laboratories of Harvard and Yale, reviews not merely of books but of articles wherever published that relate to psychology, controversial essays, and the beginning a paper on "The Case of John Bunyan" by Pro fessor Josiah Royce which is of high literary as well as scientific interest. Among the contributors to the first number of "The Review" besides Pro fessors Ladd and Royce are Francis Galton, Professor William James and other well-known schol-

Dr. McCosh's article read in Chicago on "Reality What Place It Should Hold in Philosophy," and his essay, "The Prevailing Types of Philosophy: Can They Logically Reach Reality?" have been pub-lished together by Charles Scribner's Sons. The author's suggestion is that all quests after what Kant called the "thing-in-itself" are vain, that there is no getting behind the reality as it appeals to consciousness. He would therefore encourage the upbuilding of an American philosophy in which the useless effort to penetrate to a reality other than reality as known to the human mind shall be given up. He points out that the real and not the absolute was the true watchword of Greek philoso phy, and he rehearses the dicta of modern philphy to show that nowhere, not even in Kant, does it recover reality, if it throws this away at the outset. Dr. McCosh's suggestion is a practical one. But speculation cannot be restrained within practical limits. The popular philosophy, not only in America but everywhere, assumes reality, and is as indisturbed by the doubts of metaphysicians as it is in religion by the misgivings of atheism. On the other hand, there must be those to whom this popular philosophy is unsatisfactory. They will concede nothing as long as it can be doubted. They will continue to turn the phenomenal topsy-turvy in the search for the real, which may or may not e there. But the world will pay attention to them only when it is obliged to pay it.

Edward Hagaman Hall has prepared the first year book of the New-York State Society of the Sons of the American Revolution, which has just been issued from the Republic Press. It is bound in white and blue, is stamped with the medallion from the obverse of the society badge, and is dedi-cated "to the heroes of the American Revolution whose patriotic deeds are herein commemorated." Mr. Hall has prepared an essay discussing the benefits conferred by the Revolution, and the duties imposed on descendants of Revolutionary sires, and sketching the history of the society. To this he has added a large amount of statistica information concerning the society, its constitution and insignia. An interesting feature of his work is the introduction of a copy of the Mecklenburg Resolves, the Declaration of Independence, and the full English text of Magna Charta-three great locuments in the library of Liberty. A fac-simil of a small portion of Magna Charta is an attractive curiosity. The bulk of the volume is taken up with the roll of members of the society. This consists not merely of the names of members, but of a sketch under each name, tracing it back to the Revolutionary ancestor, and giving an account of his life, thus forming a valuable collection of genea logical information. The text is embellished with a frontispiece portrait of Washington, a number of full-page engravings and prints of Revolutionary soldiers, and a picture of the statue on the steps of the Sub-Treasury.

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SERVIGE, NORTH GERMAN HAMBURG AMERICAN LIOYD S. S. CO. PACKET CO. New-York & Agores. Gibraltan, Alsiers, Naples & Genoa. KAISER W. II. Feb. 10, 10 A.M., for Algiers, Naples, Genoa KAISER W. II. Feb. 10, 10 A.M. for Aislers, Naples, Genoa, RUGIA, Feb. 14, 11:39 A. M., for Naples, Genoa, STREE, Feb. 17, 8 A. M., for Azores, Genoa, A. VICTORIA, Feb. 24, 9 A. M., Alziers, Naples, Genoa, FULDA, March 17, 8 A. M., for Alziers, Naples, Genoa, COLUMBIA March 16, 8 A. M., for Alziers, Naples, Genoa, COLUMBIA, March 17, 7 A. M., for Alziers, Naples, Genoa, KAISER W. H., March 17, 7 A. M., for Naples, Genoa, FULDA, April 7, 9 s. m., for Genoa, KAISER W. H., April 21, 9 a. m., for Genoa, KAISER W. H., April 21, 9 a. m., for Genoa, KAISER W. H., April 21, 9 a. m., for Genoa, KAISER W. H., April 21, 9 a. m., for Genoa, KAISER W. H., April 21, 9 a. m., for Genoa, KAISER W. H., April 21, 9 a. m., for Genoa and Southamnton. Direct connections from Genoa and Naples to Espyt and the East by the North German Lloyd, S. Co.'s Imperial Mail Steumers.

North German Lloyd, Hamburg-American Packet Co., 27 Broadway, N. Y.

NORTH GERMAN LLOYD S. S. CO. SHORT ROUTE TO LONDON.

NEW-YORK, SOUTHAMITTON, BREMEN,
PAST EXPRESS STEAMERS.
I cabin 510 and upward: II cabin, 545 and 550,
Prave, Tu., Feb. 12, 11 A.M. Elbe, Sat., Meh. 10, 9.A. X.
Lahin, Tu., Feb. 20, 9.A.M. Trave Toest, Meh. 11, 12, A.X.
Rier, Tu., Feb. 27, 11 A.M. Lahin, Sat. Meh. 12, P. X.
Ems., Sat., Meh. 2, 6.A.M. Some Tuest, Meh. 27, 9.A.M.
Saile, Tu., Yeb. 9, 9.A.M. Alber Tuest, Meh. 27, A.M.
Saile, Tu., Web. 9, 9.A.M. Alber Tuest, Meh. 27, A.M.
CELRICHS & CO., 2 Bowling Green. HAMBURG-AMERICAN

PACKET C9.

FAST LINE TO LONDON AND CONTINENT.
Twin Serve Express Strainers of 12-10,000 H. P.

SPERING SALLINGS.

Normannia... March 20 Columbia... May 24

Fuerst Bismarck. April 12 Augusta Victoria. May 31

Columbia. April 12 Augusta Victoria. June 21

Normannia... May 17 Purest Bismarck. June 14

Normannia... May 17 Purest Bismarck. June 21

Normannia... May 17 Augusta Victoria. June 25

Foerst Bismarck. May 17 Augusta Victoria. June 25

HAMBURG-AMERICAN PACKET 20. 27 BROADWAY.

INTERNATIONAL NAVIGATION COMPANY'S LINES. From Pier 14, North River, foot of Fulton-st. AMERICAN LINE

Shortest and most convenient route to London.
No transfer by tondor. No tidal delays.
Close connection at Southampton for Havre and Parts
by special fast twin-screw Channel steamers, p. 28, 8 a. m.
Parts. Feb. 21, 530 a. m. | Revin. — Pob. 28, 8 a. m.
Parts. Feb. 21, 530 a. m. | New York Meh. T. 6 a. m.

FOR ANTWERP.
PENNIAND. Thursday, Feb. 8, 8 a. m.
RHYNLAND. Wednesday, Feb. 11, noon
First cabin, \$50 and upward. Second cabin \$38.
INTERNATIONAL NAVIGATION COMPANY.
6 BOWLING GREEN.

WHITE STAR LINE.

Britannic, Feb. 14, 12, 20 p.m., Britannic, Meh. 14, 11 a. m. Majestic, Feb. 21, 6 a m. Majestic, Meh. 21, 5, 30 a.m. Germanic, Feb. 28, 12, 20 p.m., Germanic, Meh. 28, 11 a. m. Froutenic, Meh. 7, 30 a. m. Teutenic, April, 4, p. m. From White Star Dock, foot of West 10th-st. NO COTTON CARRIED 13, PASSENGER STEAMERS, Saloon rates, 550 upwird, according to steamer and 10-cation of beth. Second cabin on these steamer and 10-cation of beth. Second cabin on these steamer 35, and 10-cation of beth. Second cabin on these steamer 35, and 10-cation of beth. Second cabin on these steamer 35, and 10-cation of beth. Second cabin on these steamer 35, and 10-cation of beth. Second cabin on these steamer 35, and 10-cation of beth. Second cabin on these steamer 35, and 10-cation of beth. Second cabin on these steamer 35, and 10-cation of beth. Second cabin on these steamer 35, and 10-cation of beth. Second cabin on the second steamer 35, and 10-cation of beth. Second cabin on the second steamer 35, and 10-cation of beth. Second cabin on the second steamer 35, and 10-cation of beth. Second cabin on the second steamer 35, and 10-cation of beth. Second cabin on the second steamer 35, and 10-cation of beth. Second cabin on the second steamer 35, and 10-cation of beth. Second cabin on the second steamer 35, and 10-cation of beth. Second cabin on the second steamer 35, and 10-cation of beth. Second cabin of the second steamer 35, and 10-cation of the second steamer 35, and 10-cation

CUNARD LINE. CUNARD LINE.

To LIVEIPOOL VIA QUEENSTOWN.
Umbria. Feb. 10, 8:30 a. m. Locania. Meh. 19, 7:30 a. m. Servia. Feb. 13, 3 p. m. Etrivia. Meh. 14, 2 p. m. Servia. Meh. 17, 2 p. m. Campania. Meh. 27, 2 p. m. Aurapia. Merch 3, 2 p. m. Servia. Meh. 27, 2 p. m. Cabin passage, 50 and upward. Second orbin, 355 and upward. according to steamer and location.

Steerage tickets to and from all parts of Europe at very low raics. For freight and passage apply at the company's office, No. 4 Howling Green, New-York.

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FLA. CENT. & PENN. FAST F & P. LINE via JACKS.
SET. SO. FET. & PASS'R LINE via CHARLESTON.
T. G. EGER. Gell Agt. 379 B'way, N. Y. -EUROPE, HOLY LAND, CALIFORNIA, | PHILADELPHIA, BALTIMORE, AND WASHINGTON.

VIA ISTHMUS OF PANAMA.
To California, Mexico and Pacific Ports of Central and
South America.
South America.
Newport Pels 10 noon Cotambia. Feb. 20, noon.
Passengers by this line to San Francisco enjoy the comforts of a tropical climate, and on the way call at ports of six Central American Republics and Mexico.

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Cabin passage to San Francisco. \$40
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Steamers leave San Francisco:

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From New-York, Wednesday, Friday and Saturday.
FOR TEXAS, GEORGIA AND FLORIDA.

Through thekets to all points in Texas, Colorado, Utah,
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Steamers for NORFOLK PORTSMOUTH, OLD POINT COMFOLT and NEWFORT NEWS, connecting for VIRIGINIA BEACH, PETERSWIRG and RICHMOND, VA., and WASHINGTON, D. C.-Tues, Wed. Thurs, and Sat. For Richmond, via James River-Wed. and Sat. For West Point. VA.-Tues, Thurs, and Sat. From Pier 25, new No., N. R., foot Beach-st., at 3 p. m. Through tickets and fright rates to all points South and West.

W. L. GUILLAUDEU, Traffic Manager.

RED "D" LINE OF STEAMSHIPS,
FOR LA GUAYRA, PUMERTO CABELLIO, CURACAO AND MARKACAUE, VIA CURACAO,
FROM PIERREPONT STORES, ERBOOKLTN,
S. SVENEZH LLA...... Tuesday, Feb. 13, 1 p. r.
S. S. CHILADELPHIA..... Saturday, Feb. 24, 1 p. r.
S. S. CHRACAS..... Tuesday, Feb. 24, 1 p. r.
S. S. CHRACAS..... Tuesday, March 6, 1 p. r.
These American steamers, built expressly for the trachave very superior accommodations for passengers.
FOR MARKACAHO..... Thursday, February 15
S. S. MARACAHO..... Thursday, February 15
General Managers, 135 Front-2.

SAVANNAH LINE.-FOUR STEAMERS A A A N A H LINE,—FOUR STEAMERS
S. WEERKLY from New Pier 35. N. R., foot of Sprigest.
S. S. NACOCCHEE. Wednesday, Feb. 7, 35. m.
S. S. CHY OF AUGUSTA. Saturday, Feb. 10, 45. m.
S. S. CHY OF AUGUSTA. Saturday, Feb. 10, 45. m.
S. S. CHATTAHOGHEE. Monday, Feb. 12, 45. m.
Connecting with Central R. R. S. F. and W. R. and
F. C. and F. R. R. FOR ALL POINTS SOUTH, Trough
bills of lading and Through Tickets. Passenger accumodations unexcelled. For french or pussesse apply
W. H. Rillett, Gentlagt. J. D. HASHAGEN, Fast,
Cent. R. R. 317 Eway.
S. F. and W. R. Y. 242 way.
J. L. ADAMS, G. E. A. R. L. WALKER, Ag.
F. C. & P. R.R., 353 Eway. O. S. S. Co., N. Pie 35, N. R.

> Kailroads. "AMERICA'S CREATEST RAILROP."

G. M. SORREIL, Manager.

NEWYORK ENTRAL & HUDSON RIVER R.I.

From Grand Central Station, 42d feet;

8:30 A. M.—Except Sunday. Empire Ste Express.

Pastest train in the world.

10:30 A. M.—Datily Fast Mall. For Butlo, Niagara

Falls, Chicago.

10:30 A. M.—Except Sunday. Day Expre.

1:00 P. M.—Datily, Southwestern Limit for Cincinnati, Chicago, 8t. Louis.

3:30 P. M.—Ex. Sunday. For Albany at Troy.

4:30 P. M.—Datily, New-York and Cago Limited.

Due Cleveland 7:40 A. M., Dent 9:23 A. M.

Chicago 5:30 P. M.

6:00 P. M.—Datily, For Cleveland, Froit, Chicago, and St. Louis.

6:225 P. M.—Datily, For Burlington, Tattsburg, and Montreal.

and St. Louis.

6125 P. M.—Daily. For Burlington, Tattaburg, and Montreal.

7:30 P. M.—Daily. For Burling an Niagara Palls, Daily except Sunday for Saranacske and Malone, Daily except Sunday, or Rochester carried on this train.

9:15 P. M.—Daily for Chicago and Ognsburg, and except Saturday, for Cape Vincer, and except Saturday, for Cape Vincer, and except Sunday, to Pitcheld, via Harlen Division, ins.

7:16 P. M.—Daily for Chicago and Ognsburg, and except Saturday, for Cape Vincer, and Except Sunday, to Pitcheld, via Harlen Division, ins.

7:16 Pall And Pally Company of Cape Vincer, 2013 West 12th St., and 183th St. mad Brondway, E. D., Strockton, Cape Vincer, and Pall Pallers, Sc. JOHN M. TOUCEY, GEORGH. DANIELS, M. Pass, Agent.

Bailroads.

Pennsylvania

STATIONS foot of Desbrosses and Cortlant Street

STATIONS foot of Deshrosses and Cortiant Streets
In Effect January 10th, 1894.

9:00 A. M. FAST LINE - Parior Car to Putsburg.
10:00 A. M. FAST LINE - Parior Car to Putsburg.
10:00 A. M. FAST LINE - Parior Car to Putsburg.
10:00 A. M. PENNSYLVANIA LIMITED. - Pullman and Observation Cars.
And Streets - Duling Smoking, and Observation Cars.
10:00 A. M. Cheland And Chesses and Cars.
10:00 P. M. CHICAGO AND LOUIS LOUIS LOUIS - Pullman Steeping and Duning Cars to St. Louis, Louis ville, and Chicago and Chesses and Chesses and Duning Cars to Chicago and Creveland. Arrives Cleveland 11:15 A. M. Chicago by M. Cheland Chesses and Chesses Cars.
10:00 P. M. WESTERN EXPRESS. - Pullman Steeping and Duning Cars to Chicago and Creveland. Arrives Cleveland 11:15 A. M. Chicago by M. St. Louis A. M. St. Louis Chesses and Chesses and St. Louis Arrives Cleveland 16:15 A. M. Chicago by M. St. Louis T. A. M. Second mercing.
10:00 P. M. PACIFIC EXPRESS. - Pullman Buffet Steeping Car to Pittsburg. Connects for Chicago and Toledy daily, and Cleveland. Covered Saturday. BALTIMORE, WASHINGTON AND THE SOUTH ALT MOVE 19.

S. S. S. 9. 309, 19:19 (Limited, Dining Carp. 11 A. M., 12:10 (Plorida Special, ell Sicepling and Dining Carp. 2:10, 2:20 (Congressional Limited all Parlor and Dining Cars), 4:30, 5 (Dining Car), 8:39 P. M., 12:15 night, Sunday, 8:39, 9:39 A. M., 5:29 (Congressional Limited, all Parlor and Duning Cars), 4:30, 5 (Dining Car), 8:34 4:30 P. M.—Richmond and Danville Express, daily Sleepers to Augusta. Tampa, and New-Orleans; 12:11 picht, daily, Sleepers to Alianta and Jacksonville. 5:09 P. M.—Ludiy for Chesareake & Ohio Railway, Through Sleepens and Dining Case & Ohio Railway, Through Sleepens and Dining Case. So Olio Point Comfort and NORFOLK via Cape Charles Route, 8 A. M. week-days, and, with Through Sleepen, 8 P. M. daily. Fl.ORIDA SPECIAL for Jacksonville and St. Augusting 12:10 P. M. week-days. ATLANTIC COAST LINE EXPIESS for Thomasville, Jacksonville, St. Augusting and Tampa, 9:20 A. M. and 8:30 P. M. daily. Key West and Havana, 8:30 P. M. Tuesdays, Thursdays and Saturdays. Paim there take Worth, 8.30 p. M. daily.
For ATLANTIC CTV, 1 P. M. week-days, with Through
the Tarlor Car.
For CAPE MAY, 1 P. M. week-days, with Through
For Long Branch, Ashury Irris, Ocean Grove, and Police
Pleasant, 9:10 A. M., 12:90 noon, 3:40, 5:10 and 11:45
P. M. week-days, Sundays, 9:45 A. M., 5:15 P. M.
(Do not stop at Ashur) Para and Ocean Grove on
Sundays. Sundays.) Express; 6:20, 7:20, 8, 8:30, 9, 9:30 (10, Penn'a Limited), 10:10, 11 A, M., 12:10, (Florida Special, 12:30, 1, 2:30, 3, 4, 4:30, 5, 6, 7, 7:50, 8, 8:30, P. M., 12:15, Right, Sundays Fronces, 6:15, 8:30, p. 10:10, 10:10, 10:10, A. M., 2, 4, 4:30, 5, 6, 7:15, 8, 8:30, P. M., 12:15, Right, Pricket Offices, Nos. 433, 644, 10:6, 113, and 20: Broadway, 1 Astor House, 134 East 125th Street, and foot of Department and Cortland Streets; 4 Court Street, 50, Pulton Street, 98 Riemdway, and Broeklyn Annex Station, foot of Fulton Street, Broadway, will call for and check backing the Court of the New York Transfer Company will call for and check backing the Court of the New York Transfer Company will call for and check backing the Court of the New York Transfer Company will call for and check backing the Court of the New York Transfer Company will call for and check backing the Court of the New York Transfer Company will call for and check backing the New York Transfer Company will call for and check backing the New York Transfer Company will call for and check backing the New York Transfer Company will call for and check backing the New York Transfer Company will call for and check backing the New York Transfer Company will call for and check backing the New York Transfer Company will call for and check backing the New York Transfer Company will call for an Acceptance of the New York Transfer Company will call for an Acceptance of the New York Transfer Company will call for an Acceptance of the New York Transfer Company for the New York Transfer Company fo

CENTRAL RAILROAD OF NEW-JERSEY

(Anthracite coal used exclusively.)
Four tracks. Autoriatic Hock Sumala.
Trains leave station fout of Liberty St.
Time Table in EU at Feb. 1 1884.
For Easton Bethehem, Allentown, Mauch Chunk, &c., 429, 7415, 940, 4145 to Easton & M., 149, 129, 6496
to Easton, 4490 545, 7430 to Allentown, P. M. Sundeys, 429, 7415 A. M., 199, 539 P. M.
For Williassaure Function and Scienton, 9410 A. M.,
For Williassaure Function and Scienton, 9410 A. M., For Williaskarre, Pittston, and Scranton, 5:10 A. M., 1:10, 1:30, 4:30 P. M. Sundays, 4:30 A. M., Per Bracker and 1:20, 8:30, 8:30, 8:10, 10:30, 11:30, A. M., 1:10, 1:20, 3:30, 4:30, 5:45, 7:30 P. M., 12:15 night, For Herrisburg at 4:30, 8:30, 7:30 P. M., 12:15 night, For Herrisburg at 4:30, 8:30, 7:40, A. M., 1:30, 1:30, 4:30, 5:45, P. M., 1:15, 1:30, 4:30, 5:45, P. M., 1:15, 1:30, 4:30, 5:45, P. M., 1:31, 5:30, P. M., 1:31, 5:30, P. M., 1:35, 1:30, 1 12:15 night.
For Suntury, Lewisburg, and Williamsport at 4:20, 8:00, 10:00 A. M. (10:150, 12:00 P. M. (2:15 night event Saturday night. Sundays, 7:15 A. M., 7:30 P. M., 12:15 atht. For Red Bank, Long Franch and points south to Point Pleasant, 4:20, 8:15, 11:20 A. M., 1:30, 1:45 63:40 to Red Bank, 1:60, 4:20 6:38 to Red Bank, 6:15 P. M. Sundays, 8:15 at 11:20 A. M., 1:30, 6:15 P. M. Sundays, 8:15 at 11:20 A. M., 1:30, 6:15 P. M. Sundays, 8:15 at 11:20 A. M., 1:30, 6:15 P. M. Sundays, 8:15 at 11:20 A. M. S

ROYAL BLUE LINE

A. BERNYDA, FLORIDA, MEXICO, &c.—Select parties has the best indicating a collision of the collision of the

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CANADIAN PACIFIC STEAMSHIPS TO

AND AND CHINA

NEW-YORK TO JAPAN IN 17 DAYS.
Intended solines from Vancouver:
EMPRESS OF CHINA

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EMPLESS OF CHINA

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EMPLESS OF INDIA

BEATH, DANVILLE, NORTHUMBERIAND, MORNOICH, Water-like, UTICA, HARTON, OXYDOR, OXNICO, EMPLES, UTICAL, STRANVILLE, NORTHUMBERIAND, MORNOICH, Water-like, UTICA, HARTON, OXYDOR, OXNICO, EMPLES, UTICAL, STRANVILLE, NORTHUMBERIAND, MORNOICH, Water-like, UTICA, HARTON, OXYDOR, OXNICO, EMPLES, UTICAL, STRANVILLE, NORTHUMBERIAND, MORNOICH, Water-like, UTICA, HARTON, OXYDOR, OXNICO, EMPLES, UTICAL, STRANVILLE, NORTHUMBERIAND, MORNOICH, WATER-LIKE, UTICAL, HARTON, OXYDOR, OXNICO, EMPLES, UTICAL, STRANVILLE, NORTHUMBERIAND, MORNOICH, WATER-LIKE, UTICAL, HARTON, OXYDOR, OXNICO, EMPLES, UTICAL, STRANVILLE, NORTHUMBERIAND, MORNOICH, WATER-LIKE, UTICAL, HARTON, OXYDOR, OXNICO, EMPLES, UTICAL, OXNICO, OXNICO, UTICA, AND OXNICO, UTICAL AND OXNICO, UTICAL

PERU. Peb 17, 3 p. m. OCEANIC, via HONOLULU. Peb 27, 3 p. m. OCEANIC, via HONOLULU. Peb 28, 3 p. m. OCITY OF PEKING March 29, 3 p. m. For freight, passage and general information apply to \$43 Broadway, or 1 Battery Place, Washington Building, and 257 Broadway.

MALLORY STEAMSHIP LINE. Perusan New York, Wednesday, Priday and Saturday. For TEXAS, GEORGIA AND FLORIDA. Perusan New York, Wednesday, Priday and Saturday. For Yalkidi Liberty Pails, Liberty, Parksylle, and Livis Ston Manor. Reckland, Waiton, Sidures and Place of the West 42d-st. as follows, 15 minutes earlies from Franklin-st.; and March 29, 3 p. m. Train leave foot of West 42d-st. as follows, 15 minutes earlies from Franklin-st.; and March 20, 3 p. m. Train leave foot of West 42d-st. as follows, 15 minutes earlies from Franklin-st.; and March 20, 3 p. m. Train leave foot of West 42d-st. as follows, 15 minutes earlies from Franklin-st.; and March 20, 3 p. m. March 20, 3 p. m. Franklin-st.; and March 20, 3 p. m. March 20, 2 p. m. March J. C. ANDERSON, G. P. A., 56 Beaver St., New-York.

CURACURAStations foot of Cortlandt and Desbrosses Streets.
VESTIBULE TRAIN, PULLMAN COACHES.
9:30 A. M. for BUFFALO and Suspension Bridge,
6 and 9 P. M. for BUFFALO, Suspension Bridge and G and D P. M. for BULFALO, Suspension Bridge and Chicago, TICKETS AND PULLMAN ACCOMMODATIONS at 235, [56] 944 and L523 Broadway, 143 Bowery, 31 East 14th St., 156 East 125th St., New York, 869 Fulton St., 4 Court St., and 38 Broadway, Brooklyn, New-York Transfer Company will full for and check baggage from hotel or residence through to destination.

WEST SHORE BAILROAD.

S:15 P. M.—Daily for Albany, Utica, Syracuse, Rochester, Buttalo, Niagara Falls, Toronto, Detroit, Cleventer, Physics of the Control of th ester, Buffalo, Ningara rand, land and Chicago. For tickets, time tables, parlor and sleeping-car accom-medations, apply city offices, Brooklyn and New York, and at stations. Time-tables at principal hotels. For other information address

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ERIE LINES. Vork, foot of Chambers-st, daily, as follows, and average intrutes earlier from West 23d-st;

9.15

A.M.-Vestibuled Express for Waverly, Binghamton, Elmira, Burfalo, Bradford and Salebance.

Parlor car to Buffalo, Duing Car.

3:00

P. M. -Vestibule Limited, Solid train for Chicago, via Chautaugua Lake, Sleepers to Chi hamton, Elmira, Buffalo, Bradford and Salabance. Parler car to Buffalo, Daing Car.

3:00 P. M. - Vestibule Limited. Solid train for Chicago, via Chautauqua Lake, Sleepers to Chicago, via Chautauqua Lake and Niagara Falla.
Solid train to Chicago, via Niagara Falla.
Solid train to Chicago, Sleepers to Buffalo,
Chicago and Cincinnatt.

Local Time Tailla, Ticaetts And Pulliman
accommodations at 281, 291, 401 and 267, Broadway, 156 East 12th-st. Chambers and West 23d-st, ferries, Now-York; 323 Fulton-st, Brooklyn; 200 liudson-st.,
Hebeken, and Jersey City Station, Erle Transfer Company calls for and checks baggage from hotels and residences to destination.

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PULLMAN CAR SERVICE ON ALL TRAINS.

Leave New-York, toot of Liberty-st., daily, CHICAGO,
1:30 P. M. and 12:5 might PITTSBURG, 1:30 P. M.,

12:15 might, CINCINNATI, ST. LOUIS, 9 A. M., 7:34

P. M. WASHINGTON, BALTIMORE, 9 A. M. (11:3)

A. M. Dining Cary, 1:30 (3:00 P. M., ex. Sun.) (5:00 P.

M., Dining Cary, 7:30 P. M., 12:15 might, All trains rut daily ex. 3:00 P. M. NORFOLK, 11:30 A. M. daily, 1:30

P. M. ex. Sun. NEW-ORLEANS, 5 P. M. daily, 1:30

Through Sleeping car via Washimton and Shenandoat Valley route, Offices, 172, 201, 415, 1;40 Broadway, 31

East, 14th-st., 400 Grand-st., N. Y.; 3:44 Fulton-st., Brooklyn; station foot of Liberty-st., C. R. R. of N. J.

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